



Transportation Advisory Committee.

Date: April 10, 2024.

Time: 7:00 PM – 9:00 PM.

Location: Conducted via Remote Participation (Zoom).

Minutes

1. Administration.

Members in Attendance: John Alessi (DPCD), John Aslanian, Bill Copithorne (DPW), Lenard Diggins, Melissa Laube, Ofer Mazor, Scott Smith, James Stubbe, Laura Swan (Chair), and Shoji Takahashi.

Members Absent: Beth Benedikt, Jeff Maxtutis, and Corey Rateau (APD).

Members of Public in Attendance: Joe Solomon.

The Chair provided notice regarding Remotely Conducted Meetings, referring the members to the agenda attachment entitled “Governor Charles Baker’s 3/12/2020 Executive Order Suspending Certain Provisions of the Open Meeting Law”. The Chair reviewed the meeting ground rules and announced that the meeting was being recorded.

Kenny Fennell has resigned from being an Associate Member as he has moved out of town.

B. Approval of March 14, 2024 Meeting Notes.

Minutes for the Meeting were approved.

C. Correspondence Sent/Received from February 3 to March 8, 2024.

No correspondence was sent or received during this time period.

2. Public Comments (for information only, not for action).

No public comments were made this meeting.

3. Town Issues/Activities (not already on the agenda).

A. Update from the Department of Planning and Community Development (John Alessi, DPCD).

Bluebikes Stations: The station at Broadway/Grafton St is now back on the street. Off-street asphalt is being placed for stations at Mass Ave/Grafton St and Mass Ave/Broadway. The stations will be installed in these locations in late April or May. Three additional stations will be installed this year.

Mystic River Path and Bikeway Connector: The Town's request for proposal (RFP) for the design of the Mystic River Path Connection to the Minuteman Bikeway is due next week.

Stratton Safe Routes to School (SRTS) Project: 75% design is being developed. The right-of-way process is underway, and a Warrant Article will be before Town Meeting this spring.

Mass Ave and Appleton St: design will be discussed at the TAC meeting in May.

Park Ave and Oakland St: the in-road bollard will be placed in the near future.

Safety Committee Actions:

- Wildwood Ave: No Parking on one-side of this street has been implemented.
- Russell Common Parking Lot: Do Not Enter sign will be reinstalled.
- Mass Ave/Grove St: truck unloading for Easy Convenience Store can hinder visibility of crosswalk. The vendor will park in a different location.

B. Update from the Department of Public Works (Bill Copithorne, DPW).

Roadway striping, pavement markings, and signage: Medford St, Warren St, and Summer St crosswalk are scheduled. Pre-markings will be done in the next two weeks and epoxy will be installed in May. Signs will be made by the Sign Shop and installed by the next TAC meeting.

Marathon St and Waldo Rd: "Cross traffic does not stop" placard has been placed on westbound Waldo Rd stop sign, matching the one on the eastbound side.

River St Speed-Feedback sign: MassDOT requires 30-day data under the terms of its grant. DPW will download the data and share it with MassDOT and TAC.

Broadway Water Project: contractor will begin in May for a 2 – 3-month project. This also will involve Silk St and a few other side streets. Broadway rebuild is probably in two years. Scott Smith commented that current pavement conditions west of N Union St are very poor. DPW will examine it and make repairs as needed.

C. There was no update from the Police Department.

4. Update: Roadway Safety Request Form

The Roadway Safety Request form is now available on the Town website:

<https://www.arlingtonma.gov/town-governance/boards-and-committees/select-board/roadway-safety-request-form>

This is for transportation-related requests of new infrastructure, not for maintenance of existing infrastructure. Safety Committee will review the requests to see if there is a quick fix. Otherwise, the requests will be referred to TAC for review and discussion.

5. Update: Park Ave Corridor.

The Capital Planning Committee approved funding for a corridor study. The scope of work is under discussion. TAC previously contracted with Accurate Counts to obtain traffic data using in-road tubes at \$200/location for 48-hr collection. Accurate Counts has moved to camera and radar units for data collection, which costs \$2,000/location for 48-hr collection.

Laura Swan is researching radar systems and camera systems, which have different capabilities and price points. Local planning organizations such as MPO may have equipment to loan to the Town, and John Alessi will inquire with them.

Jim Stubbe asked whether the speed feedback trailer acquires traffic data. Laura Swan responded that driver behavior may be impacted by the presence of the trailer and it cannot be placed in certain locations such as steep roads. Scott Smith added that volume data is useful even if speed data might be influenced by the trailer.

6. Vote: Wachusett and Appleton.

Jim Stubbe presented the Working Group Memo and its recommendations. This is similar to a previous Memo with the addition of turning-movement counts and capacity analysis to test the eastbound Wachusett Ave approach with a stop sign. The results showed little additional delay or queuing under an all-way stop condition.

A motion to send the Memo to the Select Board passed unanimously.

7. Vote: Special Speed Regulations (SSR) Working Group.

Jim Stubbe summarized the Memo from the Working Group. He estimated that MassDOT approval will take ~6 months after the Town submits its request, which DPCD and DPW will use to plan for the necessary changes.

Scott Smith liked the staged approach of starting with Broadway and Park Ave. He urged that TAC set expectations that driver speed behavior likely will not change significantly by rescinding SSRs. The Town should put effort in traffic data collection to guide prioritization on traffic calming infrastructure.

John Aslanian commented that a 25-mph speed limit will make it easier for the Town to install infrastructure to support the 25-mph limit speed. However, enforcement is necessary to change driver behavior.

John Alessi said that rescinding SSRs by itself will not change driver behavior, and the Town needs install traffic-calming infrastructure and conduct enforcement. Rescinding SSRs importantly acknowledges Vision Zero and is symbolically important.

Melissa Laube questioned the justification for rescinding SSRs on certain roads, such as Mystic St from Winchester and Lowell St from Lexington. TAC should consider further analysis of these roadways for justifying rescinding the SSRs.

Len Diggins justifies rescinding the SSRs as the need to create a safer environment by reducing vehicle speeds. He concurred that infrastructure changes to slow drivers will need to follow rescinding SSRs.

Bill Copithorne countered that infrastructure changes should precede rescinding SSRs for safety reasons. The timeframe for infrastructure changes is long and obtaining funding can be challenging.

A motion to submit the Memo to the Select Board was approved 6 – 2. (Voting yes: John Alessi, John Aslanian, Len Diggins, Scott Smith, Jim Stubbe, and Shoji Takahashi. Voting no: Bill Copithorne and Melissa Laube).

8. Adjourn.

The meeting was adjourned at 8:40 pm.